

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

TO00-20-5_PACAFSUP1

BY ORDER OF THE COMMANDER, PACIFIC AIR FORCES

TECHNICAL ORDER 00-20-5

PACIFIC AIR FORCES COMMAND

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13 APRIL 2001

Maintenance

AEROSPACE VEHICLE INSPECTION AND DOCUMENTATION

OPR: HQ PACAF/LGMM (Maj Michael D. Hoppner)

Certified by: HQ PACAF/LGM (Col Pamela D. Carter)

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This publication does not apply to the Air National Guard (ANG) or US Air Force Reserve Command (AFRC) unit and members.

SUMMARY OF REVISIONS

This supplement reflects an extensive update to the basic T.O. and includes incorporation of 00-20-7/PACAF SUP 1. New or revised material is indicated by an (*).

Technical Order 00-20-5, 1 May 2000, is supplemented as follows:

*1-6.1. Date entries will be made using the YYYYMMDD format.

*1-7. Symbols (Red X, /, or -) generated by the automated forms module of CAMS require overlay using a red pencil. Symbols manually entered in the aircraft 781 forms will be made using red pencil.

1-8. All aircraft, aircraft components, or engines which are serviced using an oil servicing cart, liquid or gaseous oxygen cart, liquid or gaseous nitrogen cart, or hydraulic servicing cart, will have the cart serial or field number annotated in the aircraft AFTO Form 781A as an "INFO-NOTE" write-up.

2-2. The specified flying period for A/OA-10, F-15, F-16, UH-1 and HH-60 aircraft is as follows: that period which encompasses an aircraft's total flying requirements for a given day, beginning with the first takeoff and ending with the last landing, not to exceed 24 hours. For C-9, C-21, C-130, E-3, and C/KC-135 aircraft, the specified flying period is 72 hours. The C-12 specified flying period is 48 hours.

2-3.3. A/OA-10, F-15, F-16, C-21, C-9, C-130, C/KC-135 and E-3 aircraft will use a 72-hour pre-flight validity period. All other aircraft (except the HH-60) will use a 48-hour pre-flight validity period. Aircraft dash 6 technical orders take precedence, and may require a pre-launch inspection (PLI) or walk-around inspection (WAI) for aircraft that have not flown in a specified period of time. Accomplish the PLI/WAI no earlier than 6 hours prior to flight. The HH-60 uses 10 hour/14-day criteria for its pre-flight validity period IAW its dash 6 technical order.

2-3.3.1.1. The 48-consecutive-hour requirement is waived for the OA/A-10, C-9, C-21, F-15, F-16, HH-60, C-130, C/KC-135, and E-3.

2-3.5.1.(Added)(PACAF). HH-60 helicopter alert thru-flight will be documented in block 8 of the AFTO Form 781H, corresponding to the flight number when accomplished. A note will be entered into the next open block of the 781A stating the date and aircraft hours at completion of the alert thru-flight. This note will be carried forward in the subsequent 781As until the ten hour/fourteen day inspection is completed.

2-3.6. Use of the abbreviated thru-flight or ICT checklists are authorized for those aircraft resuming alert after flight or placing aircraft on alert at deployed locations. Units will develop checklists for these procedures IAW specifications in T.O. 00-5-1 for local technical data.

2-5.1. For gas-n-go/pit-n-go operations, a complete thru-flight inspection is required after every third sortie, or whenever unscheduled maintenance is performed between flights. EXCEPTION: If all engines are shut down after flight, then a minimum of a quick turn (QT) inspection must be performed. Approval for QT checklists must be IAW para 2-5.4.1 of this supplement.

*2-5.4.1.(Added)(PACAF). For A/OA-10, F-15, and F-16 aircraft a QT will only be accomplished if the unit possesses a QT checklist that has been approved by the SM. A QT will not be used during day to day flying operations. It will only be used in the event of combat, simulated combat exercises, or as directed by the OG/CC or group-level designated representative.

2-7.1. When published by the SM, work cards for combined pre-flight/basic post-flight inspections may be used.

*2-11.1.1.(Added)(PACAF). For C/KC-135 units, HQ PACAF, in conjunction with the SM, will collect UTE rate data annually and calculate new isochronal intervals for the upcoming fiscal year. PACAF/LGM will publish these new intervals annually via message or memorandum.

*2-16.3.(Added)(PACAF). Whenever a periodic/phase adjustment is made, an entry will be placed on the aircraft AFTO Form 95 stating why the adjustment was made, the aircraft hours/calendar date and inspection number originally due and the adjusted aircraft hours/calendar date and new inspection number (if applicable).

*2-22.1. Inspection criteria for items of SE and training equipment with no published inspection requirements will be determined by the GP/CC.

*2-22.1.1. A servicing inspection will be completed before placement on the ready line. At the discretion of the GP/CC a servicing inspection may be required before placing AGE in a subpool.

*2-22.1.2. The operator inspection need not be documented.

3-2.1. All AFTO Forms 781 series may be used with ATDs.

3-3.1.5. The OG/CC will standardize the arrangement of forms within the forms binder. OG/QA will then develop and maintain the master AFTO Forms 781 series set, including all approved formats, preprints and panel lists if used (see para 3-11.4.16.3.).

*3-8.5. Units will follow procedures in PACAFI 21-101, Chapter 22 for intra/inter command transfer procedures.

3-10.4. Unit operations will maintain AFTO Form 781s after aircrew debriefs.

*3-11.4.13. Maintenance personnel will annotate the WUC/reference designator for the discrepancy.

*3-11.4.14. Maintenance personnel will enter the fault code for the discrepancy, when provided.

*3-11.4.15. Maintenance personnel will enter the station location code when performing maintenance on transient aircraft except those flying classified missions.

3-11.4.16.3. Locally developed panel lists, approved by QA and maintained with the master forms set in OG/QA may be used.

3-11.4.19.3. The transcriber of the PCW action will also print the following statement in the corrective action block: "PCW noted by" (minimum signature information of the transcriber).

3-12.1. This form is used at GP/CC option. If used, it will be part of the master forms set maintained by OG/QA.

3-13.1. This form is used at GP/CC option. If used, it will be part of the master forms set maintained by OG/QA.

*3-18.1. A current AFTO Form 781H will be maintained in the aircraft forms binder at all times, including aircraft assigned as ground trainers.

3-18.5.1. The exceptional release block, as well as all other blocks, will be used unless otherwise noted in this supplement.

*3-20.5.1.(Added)(PACAF). When manually entering a TCTO into block D of the AFTO Form 781K, symbol entries will be made IAW T.O. 00-20-1, para 3-6 and 3-7. Do not change TCTO symbols in block D, that are automatically inserted by CAMS.

3-21.5.2.1. Optional items are filled in at GP/CC option. If used, units will specify requirements in a wing-level instruction to this T.O.

3-21.5.2.2. Optional items are filled in at GP/CC option. If used, units will specify requirements in a wing-level instruction to this T.O.

3-21.5.3. General comments are used at GP/CC unit option. If used, units will specify requirements in a wing-level instruction to this T.O.

*3-24.2. Units will comply with Support General Reporting for 03000 and 04000 codes IAW T.O. 00-20-2.

6-2. Table 6-2, Rule 2. The AFTO Form 95 is used to record the necessary information.

*7-2.4. The Logistics Group Commander is delegated this exemption option.

*7-2.6.(Added)(PACAF). Use of the AFTO Form 244, 245, and 95 for SE and training equipment not specifically identified in this T.O. will be determined by the GP/CC.

*7-2.7.(Added)(PACAF). The AFTO Form 244 or automated management products are required for all test stations, mock-ups, and locally manufactured test equipment that do not have a scheduled calibration interval, but have an inspection/maintenance requirement established by technical data or locally approved checklist(s).

*7-3.7.(Added)(PACAF). Block 8 will be used to record the Standard Reporting Designator.

*7-6. Specific time intervals between supervisor's review of AFTO Form 244 are delegated to the GP/CC.

*7-7.2.3. Blocks 11 and 12 of the AFTO Form 244 may be used at unit option. If an entry is made in any of these blocks, the same entry must continued on the AFTO Form 245 if used.

*7-7.2.4. Individual entering the date may enter his duty phone number in this column or the discrepancy column depending upon space available.

*7-7.2.6. The use of the supply document number for this equipment is a GP/CC option.

*7-7.2.7. A red X will be entered in the column whenever work or inspections are performed in or around the air intake areas of gas turbine engines. The red X will be used to ensure inspection of the engine intake ducts and areas forward of the intake ducts. This inspection will be accomplished prior to engine start to ensure that no objects are present that could be ingested by the engine.

*7.8. Use of the AFTO Form 245 is optional. Employee numbers will be used in lieu of signatures.

*7-9.3. At the discretion of the GP/CC, the forms may be maintained in a specific separate file when equipment use or size makes it hazardous or impractical for the form to accompany the equipment. The use of automated management products in lieu of AFTO Form 244 is authorized.

PATRICK F. DOUMIT, Colonel, USAF
Assistant Director of Logistics